Presentation

Circulation Element for City of Riverside

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What is a Circulation Element?

Circulation Element

"**…**the general location and extent of existing and proposed major thoroughfares, transportation routes, and other local public utilities and facilities, *all correlated with the land use element of the plan.*"

A Circulation Element

- Existing Conditions
  - Intersection "level of service"
  - Daily traffic
  - Peak hour traffic
  - Congestion
- Future Congestion
- Neighborhood Traffic
- Review Roadway Standards
- Review Bicycle/Pedestrians Facilities
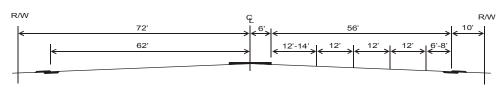- Improvements

Technical Scope of Work

Scope of Services

- Task 1: Develop Computer Traffic Model
- Task 2: Describe Existing Conditions
  - Street/highway conditions
  - Traffic volumes
  - Existing transit services
  - Intersection conditions
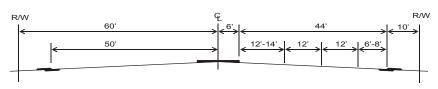- Task 3: Review Prior Technical & Policy Documents
- Task 4: Identify Key Issues

Scope of Services

- Task 5: Forecast Future Baseline Traffic Volumes with Existing Land Use
- Task 6: Forecast Future Traffic Volumes with Updated Land Use Plan
- Task 7: Identify Future Deficiencies
- Task 8: Prepare Draft Circulation Plan
  - Roadway classification changes
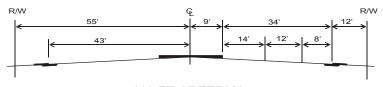 - Physical system improvements
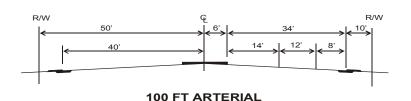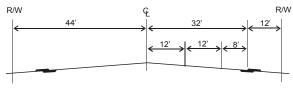 - Goals & Policies

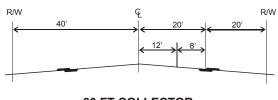# Roadway Cross Sections

144 FT ARTERIAL

120 FT ARTERIAL

110 FT ARTERIAL
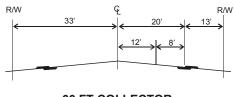
100 FT ARTERIAL

88 FT ARTERIAL
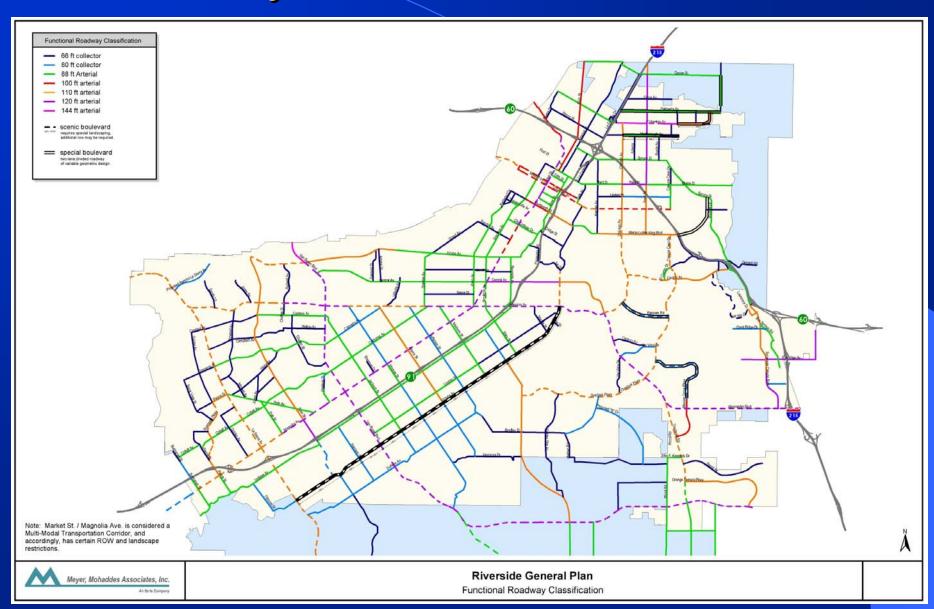
80 FT COLLECTOR

66 FT COLLECTOR
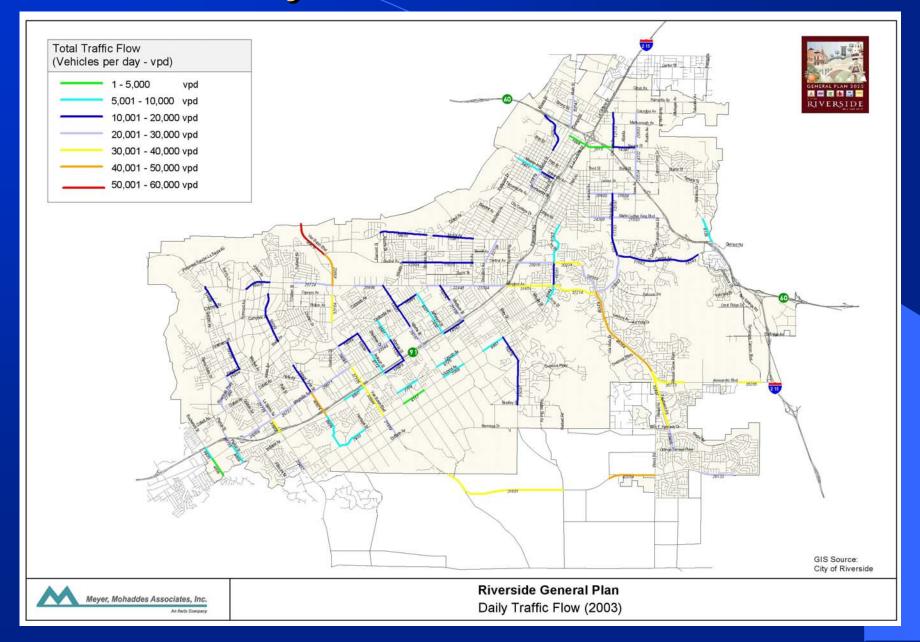
Roadway Functional Classifications

Riverside General Plan
Functional Roadway Classification

Daily Traffic Volumes

- Counted 100 Locations in 2003

Daily Traffic Volumes

Riverside General Plan
Daily Traffic Flow (2003)

High Volume Locations

- Van Buren Blvd north of Arlington Ave – 49,900 to 56,500 vpd
- Alessandro Blvd between Chicago Ave and Trautwein Rd – 42,100 to 46,400 vpd
- Van Buren Blvd west of Wood Rd – 42,100 vpd
- Tyler St between Magnolia Ave and Indiana Ave – 40,900 vpd
- Arlington Ave between Victoria Ave and Alessandro Blvd – 37,200vpd
- Van Buren Blvd between Magnolia Ave and Indiana Ave – 37,100 vpd

Computer Traffic Model

- Based on Regional Model (Southern California Association of Governments)
- Used to Predict Future Traffic Flow/Growth
- 2 Primary Components:
    - Land use zone system
    - Roadway network
- Used to Test Future Scenarios:
    - Land use change/growth
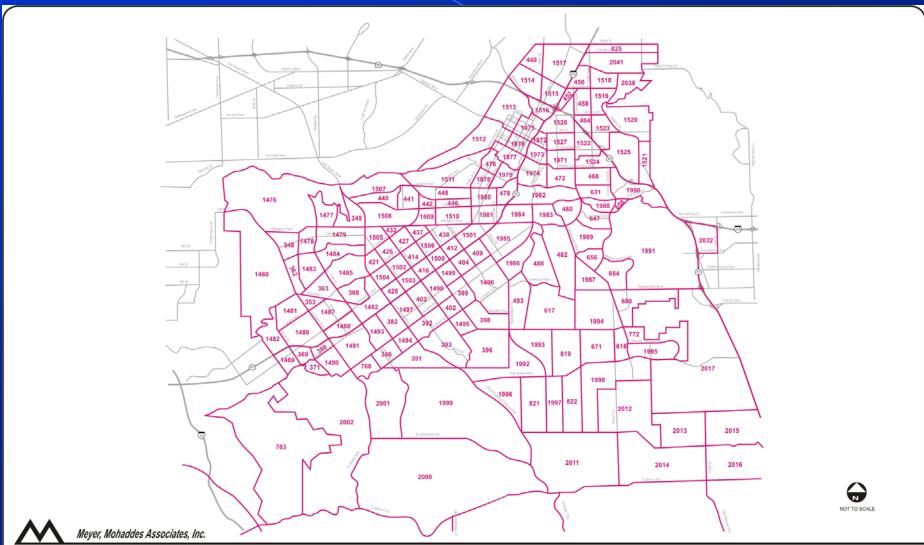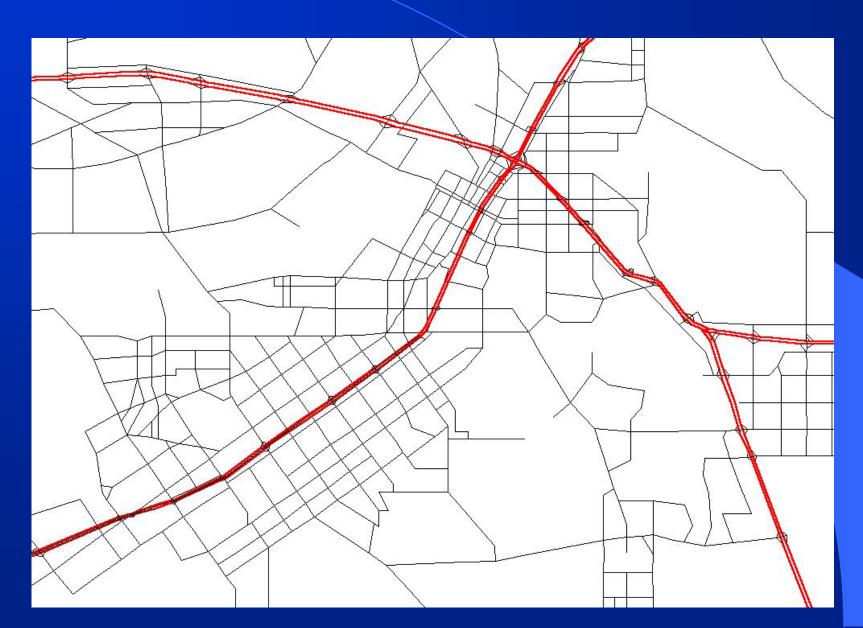   - Roadway system improvements

SCAG Network

City of Riverside

TAZ Zone System

Figure X
Disaggregated CTP TAZ Zone Structure

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City of Riverside General Plan Update
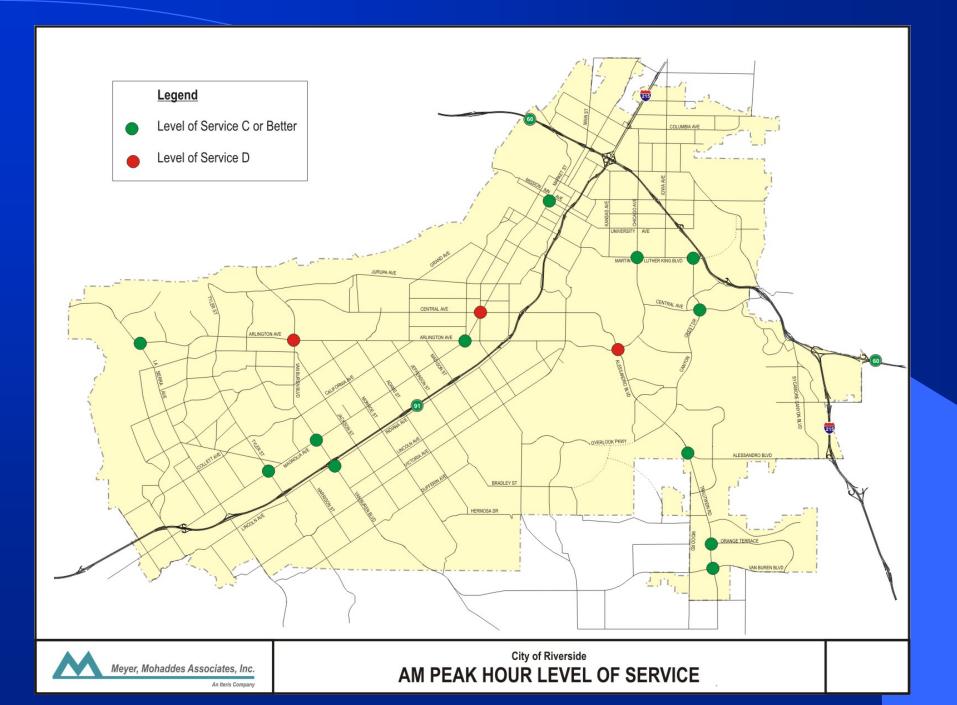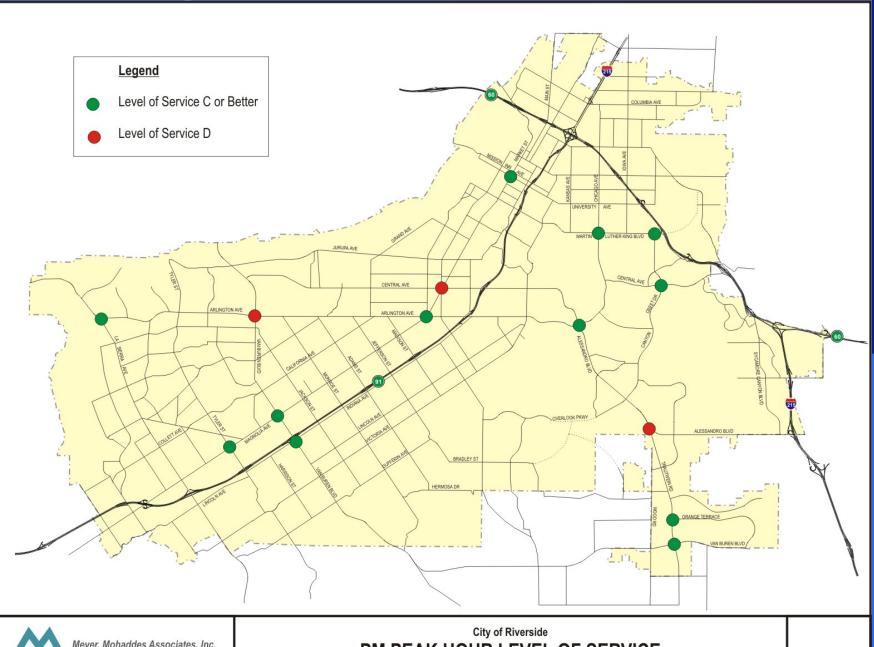
Riverside Network

Intersection Operating Conditions

- 15 Key Intersections Studied
- AM/PM Peak Hour Commute Hours
- New Traffic Counts – 2003
- Highway Capacity Manual Methodology
- Grade on A-F Scale (A - Excellent, F-Highly Congested)
  - 12 - LOS C or better
  - 3 - LOS D

City of Riverside
AM PEAK HOUR LEVEL OF SERVICE

City of Riverside
PM PEAK HOUR LEVEL OF SERVICE

Key Issues

- Overall Growth Impacts
  - Regional
  - Local
- UC Riverside Master Plan
- Connectivity to Adjacent Cities/County
- Freeway Access/ Freeway Growth
- Neighborhood Cut-through Traffic
  - 215/60 to 91
  - Other areas
- Overlook Parkway Connection
- Central Avenue Connection
- Rail Crossings

Next Steps

- Input Approved Land Use Plan Data to Model
- Run Model/Analyze Results
- Report Results to Committee
- Make Recommendations
  - System improvements
  - Classification system changes
  - Goals & policies
- Prepare Draft Plan